D 216.8:Z11

Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

JANUARY 1977

MIAMI UNI
LIBRARY
JAN 16 19
DOCUMENTS DEPARTMENT

No Surprises for '77

Where are we headed? What does the future hold? Such questions seem to have a special significance at the beginning of a new year.

Unlike individuals, organizations such as Military Sealift Command do not establish their own missions. Command missions are assigned and are a part of a broad military effort to assure the well-being and security of our nation.

Since I do not have a crystal ball, any assessment of what the future might bring for MSC can be offered only in general terms. While trends can be identified, it must be recognized that MSC is an organization whose ultimate responsibility is to provide responsive sealift services for military forces in an emergency. We strive to anticipate all eventualities and to develop plans to meet emergency requirements; however, experience indicates that actions in an emergency are generally different from those planned. The situation and available assets are governing factors. Flexibility is a vital ingredient to success, and it is most important in measuring the responsiveness of an organization.

One of Newton's laws of gravity states that a body in motion tends to remain in motion while a body at rest tends to remain at rest. Applied to an organization, that concept might be stated another way: An organization that is not dynamic in normal times will not be dynamic in an emergency.

MSC will not have to overcome inertia, since our peacetime effort is part of our preparation for future emergencies.

Our fleet support mission is one example. The command now controls 17 Navy fleet support ships. Four tugs are being built to replace older ones we now operate and additional tugs will be constructed for Civil Service manning in the future. I would anticipate, based on acceptance by the fleet of the professional capabilities of MSC mariners, that additional and varied fleet support tasks may be assigned to the command.

I would not expect any great changes in our special project fleet. Although operations they perform are invaluable to the Navy, it is probable that other demands on the Navy budget will limit significant expansion of research activities.

However, those same budget pressures could stimulate Defense and Congressional interest in build-and-charter financing for construction of ships not available in the merchant marine inventory. Likely candidates for procurement via build-and-charter would be cable layers, fleet support vessels and other highly specialized ships.

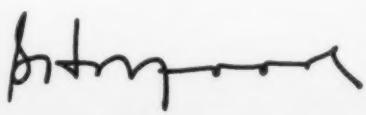
MSC has helped pioneer intermodalism and a great percentage of military cargo now moves on commercial container ships. I would anticipate little change since container ships in the merchant fleet can handle military requirements. We will continue to rely heavily on the commercial industry.

Neither would I expect to see any great change in the size or composition of the MSC tanker fleet. We have a relatively modern force of small multi-product tankers, the types not generally available in the marketplace.

Roll-on, roll-off ships and barge carriers, the LASH and Seabee, are available in the commercial maritime industry to satisfy our immediate peacetime requirements.

The future seems to offer no dramatic changes for MSC. We will continue to seek to modernize MSC assets, particularly those suitable for military support. MSC participation in exercises designed to test capability of the merchant marine—Defense sealift team will probably be increased, a necessity if full utilization of U.S. seapower assets is to be realized. Efforts will continue to upgrade the National Defense Reserve Fleet, and to maintain a ready reserve of MSC controlled ships.

Within the command, some changes in organizational structure are planned or under way to better meet future challenges and to improve manpower utilization. There may be some reductions in manpower strength which probably can be taken care of by normal personnel attrition, and duties of some shoreside employees may be combined and realigned to reap maximum benefit from available skills. Thus, 1977 will be a year in which primary MSC efforts will be aimed at increasing our contingency capability, while simultaneously fulfilling our peacetime requirements.



Commander, Military Sealift Command

COVER: Unrepping requires "the right kind of men," says Capt. Walter Barkmann of USNS Marias. See page 4.

Rear Adm. Sam H. Moore
Commander, Military Sealift Command

Larry C. Manning
Legislative and Public Affairs Officer

Louis R. Granger
Public Affairs Officer

Louis Panarale
Editor

Henry L. Balloon
Pamela Martin
Graphics

Russ Egnor
Photo

Linda M. Quinones
Contributing Staff

Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

Vol. XXVII No. 1 Washington, D.C. January 1977

Features:

USNS Marias

Men of the fleet support ship Marias tell of life aboard the replenishment vessel.

page 4

Early Chartering

The first MSC contracting officer relates some early experiences and problems.

page 10

MSC Score Card

Old ships and future ones are given new names.

page 14

RECEIVED
MIAMI UNIVERSITY
LIBRARIES
JAN 26 1977
DEPOSITORY
DOCUMENTS DEPARTMENT

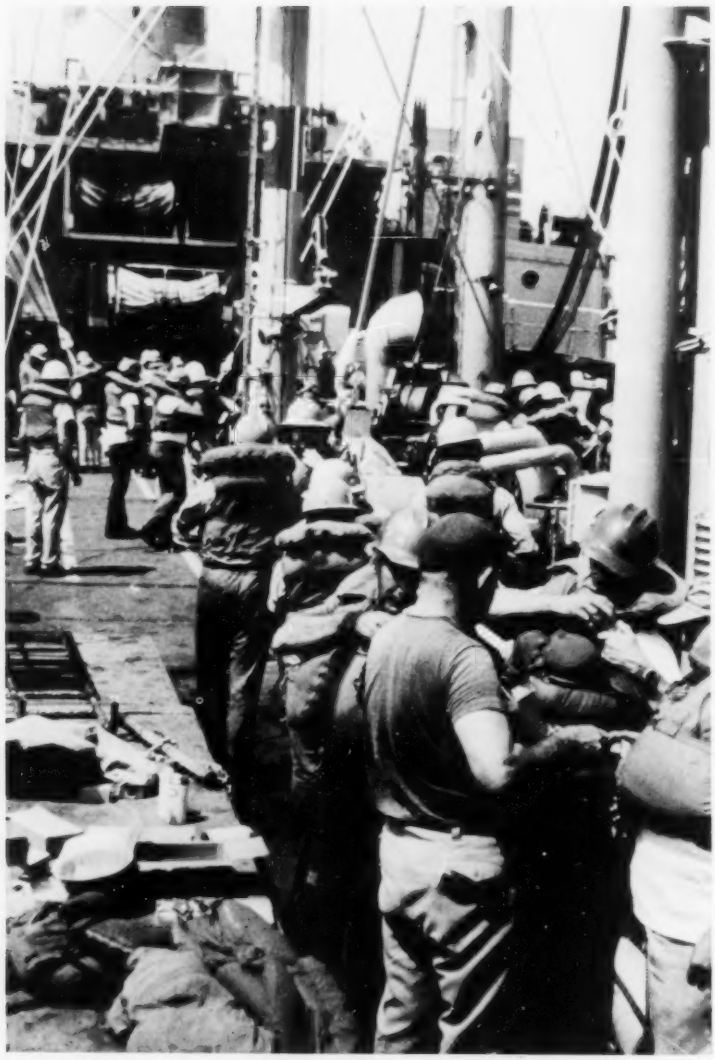
Also:

In Defense of Subsidies — 16
World Bulk Fleet — 18
Vessel Traffic System — 21

Sealift, monthly magazine of the U.S. Navy's Military Sealift Command, is published in accordance with Department of the Navy Publications and Printing Regulations (NAVEXOS P-35). Opinions expressed are not necessarily those of the Navy Department. All original material may be reprinted providing credit is given Sealift. Address all correspondence to Legislative and Public Affairs Office, Military Sealift Command, Department of the Navy, Washington, D.C. 20390. Price 75 cents (single copy). Subscription price, $8.20 per year; $2.05 additional for foreign mailing. Also for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

USNS Marias The Ship, The Men

By Louis Panarale



Everyone on deck during an underway replenishment must wear life jackets, helmets and safety shoes.

It was late August, just before 4 a.m., off the coast of northern Florida, when the oiler USNS Marias rendezvoused with the aircraft carrier USS Franklin Delano Roosevelt.

It was almost pitch dark. Only the dull glow from the ships' red safety lights illuminated the swarm of activity. Men in life jackets and safety helmets had taken their positions on the deck of each ship.

Roosevelt drew up alongside the Marias about 40 yards away. Then came the first command from the carrier's public address system: "Good morning, Marias. Prepare to receive shotlines fore and aft."

Next came the muted pop of guns, the type that shoot out lines like a harpoon gun. Attached were strings of small lights that traced the flight of the lines through the darkness.

The lines were secured so that they spanned the breach of the two ships. Other lines came across in a sort of clothesline fashion, followed by steel cables which also were secured to each ship.

Then came the whirring sound of winches that lifted black and bulky fuel hoses into position to be pulled across the lines by the Roosevelt crew. The nozzled ends of the hoses were locked into the trunks of the carrier and refueling began.

This is underway replenishment, or "unrepping" as the seamen call it. It took a little more than two hours to do the job. When the hoses were drawn back to the Marias and the lines taken in, the ships parted.

For Capt. Walter Barkmann, master of the Marias, this was not just another unrep. It was part of a five-day exercise to test recently overhauled systems of the Marias. It was also a test for crewmen largely unfamiliar with underway replenishment operations. Sixty-five per cent of the crew were new to the Marias.

Barkmann, 58, an ex-Navy officer, commanded ships in the Pacific during World War II. He

Capt. Walter Barkmann greets an approaching ship with the order, "Cast your shotlines."

retired from the Navy in 1965 and served as master of various commercial ships. He joined MSC in 1967 and has since been master of the USNS Point Barrow, Lynch, Shoup, Bowditch, Wilkes, Mizar, Sands and Marias.

Barkmann was the first master of the Marias after MSC was assigned the vessel in October 1973. The first oiler assigned to the MSC, Atlantic command, Marias supported combatant ships of the Sixth Fleet in the Mediterranean.

Built during World War II, Marias is one of eight MSC oilers performing Navy fleet support missions.

"Marias is still a good ship," Barkmann said after the replenishment was over and he was relaxing in his quarters. "She has an excellent hull and the essential parts of the ship are very sound," he said.

"We came out of a three-month overhaul with a crew 65 per cent new and still were able to replenish a carrier in the dead of night. When MSC first started in this business a few years ago that would have been a tough task. We had only a few people then who had experience in underway replenishment. But over a period of three years we've learned a lot.

"When we have five rigs going, we have no extra men for backup purposes. But we have never faced a situation so great that we had to call a halt to operations. Somehow we always managed to spell rig teams so that fatigue did not set in."

He said the signs were good that the new men would be able to stand up to the rigors of working on an oiler like the Marias. "We screened a lot of people before finding the right men for these jobs," he said.

"It doesn't take a Phi Beta Kappa to work on the Marias. It takes a dependable person, a logical man who understands what he is going to be doing. He must realize he is going to have long separations from home and will live in quarters more crowded than he has been used to.

"If he understands all this and finds satisfaction in helping run an efficient ship, he can have a very successful life on the Marias."

—o—

Captain Barkmann describes rig boatswain Frank Reed as "the last of the Vikings," meaning Reed is a vanishing breed of seamen who doesn't expect anything from his men that he can't do himself.

Or, as Reed explains it, "If anyone can do my work better than I do, then I'll step aside and he can have my job."

Reed, 34, is from the coastal town of Ipswich, Mass. He is the third generation of Reeds who have chosen to make their livelihood at sea. Like his father and grandfather, Reed began his career in the fishing trade. He served in the Navy, then just knocked around the world on his own.

Running short of money in Nairobi, Kenya, Reed heard MSC needed experienced seamen for Navy fleet support ships. In the summer of 1974, Reed joined the Marias crew as an oiler in the engine room, later transferred to the deck department as an ordinary seaman and worked his way to rig boatswain.

As rig boatswain, Reed is in charge of seeing that all the winches and other deck gear are in good order, and that the men who operate the rigs know what they are doing.

For two days before the night replenishment with the Roosevelt, Reed conducted practice drills with each rig team, instructed them on safety practices and answered their questions. Reed liked the attitude of the new men because they were attentive and eager to learn.

"When I'm talking to a man, explaining how some gear operates, and he looks at me and listens, I like that. I will go out of my way to teach him all he wants to know. But if he stands around or is busy skylarking, I know he won't fit. I know he won't make it."

Reed enjoys training younger men who have little experience as seamen. "They are not set in their ways. And the younger fellows can handle the hard work."

The rig boatswain is not necessarily impressed because a seaman worked three or four other ships before joining the Marias. "There are a lot of seamen who have worked freighters, tankers or research ships but they don't know anything about unrepping and they may not be able to hack the hard work," he said.

"If a new man can last for a while on this ship he will become a good seaman. Marias is a good ship, good to its people and good to itself. I know she's an old ship but she is still doing what she was made to do——doing it a little better than before."

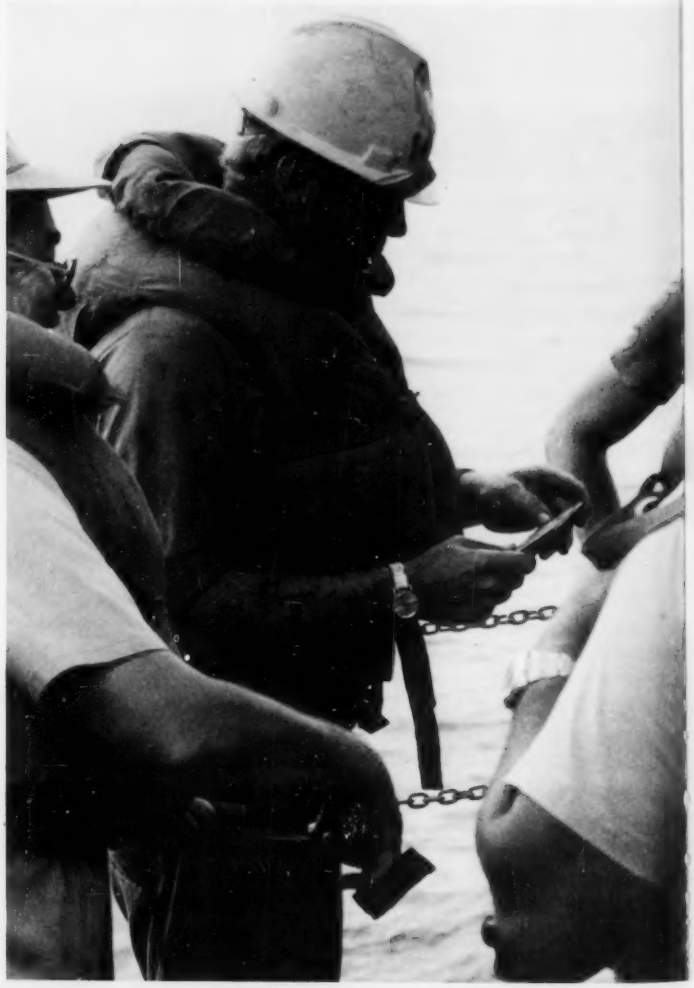
—o—

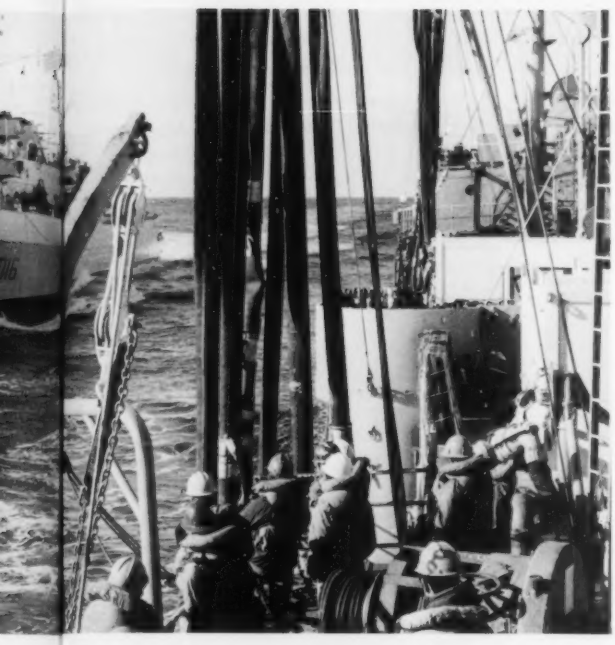
When Russell Bates first came aboard the Marias in July 1974, he got what he considers sage advice from a veteran seaman. "He told

"If a seaman is going to make it on an oiler," says Russell Bates, "he has to get involved. He has to love the work."

Photos by
Louis Panarale and
Lt. A. R. Whitehill

Rig boatswain Frank Reed does not expect anything from his men that he can not do.





Marias crew stands ready to refuel the British destroyer HMS London.

Cargo officer Derric Linardich explains to rig team members the fueling requirements for the next replenishment.

Cargo engineer John Spencer stations himself on a catwalk where he can keep an eye on progress and maintain communications with his men.

me, 'Bates, you're an ordinary seaman and I'm an AB. I don't know everything about oilers but I can teach you how not to get killed.' "

Bates is now a boatswain's mate and captain of one of the rig teams. The 26-year-old ex-Navy man from Smithfield, R.I., said he is indebted to that seaman for getting him started on the right foot.

"I don't stray from doing things the way I was taught," he said. And Bates was taught by the book. In this case, the book is the Navy manual Replenishment at Sea, the bible for underway replenishments. Written in plain language and illustrated profusely, the manual lists the do's and don'ts for underway replenishments. All MSC men aboard oilers are required to be familiar with it.

"If both Navy and MSC people follow the book, there are going to be fewer problems. On an oiler, a rig has to be sent across to the receiving ship in a certain way. If you try to do it your own way, as I've seen some do, then you're going to get into trouble." And by trouble Bates meant a rig that crashes to the deck and injures someone.

Bates knew the meaning of safety before he joined MSC. During a four-year hitch in the Navy he served as a fire control technician. After leaving the Navy he worked ashore as a certified welder. "But that was nowhere. I tried college for a while but that was nowhere too. I wanted to go back to sea. I drifted around for a while, then joined MSC."

Bates says he liked the challenge of deck work. "Someone asked me the other day why I don't get an officer's license. Everybody seems to want one. Pretty soon everybody will either be officers or in the process of getting their papers."

What bothers Bates is working for nine months before getting home leave. "I think it's very hard to give one hundred per cent to any job for nine straight months. Maybe more good seamen would stay with MSC longer if leaves were more frequent," he said.

"I'm into unrepping and I'm into MSC. I even told my girl that the sea comes first and she comes second," he said smiling. "She didn't think that was so amusing. But these long absences from her make me wonder what should come first. Right now I just don't know."

Bates said he is sorry when good seamen leave the Marias. "Usually it's because they find they don't like unrepping. If a seaman is going to make it on an oiler he really has to get personally involved. He has to love the work."

—o—

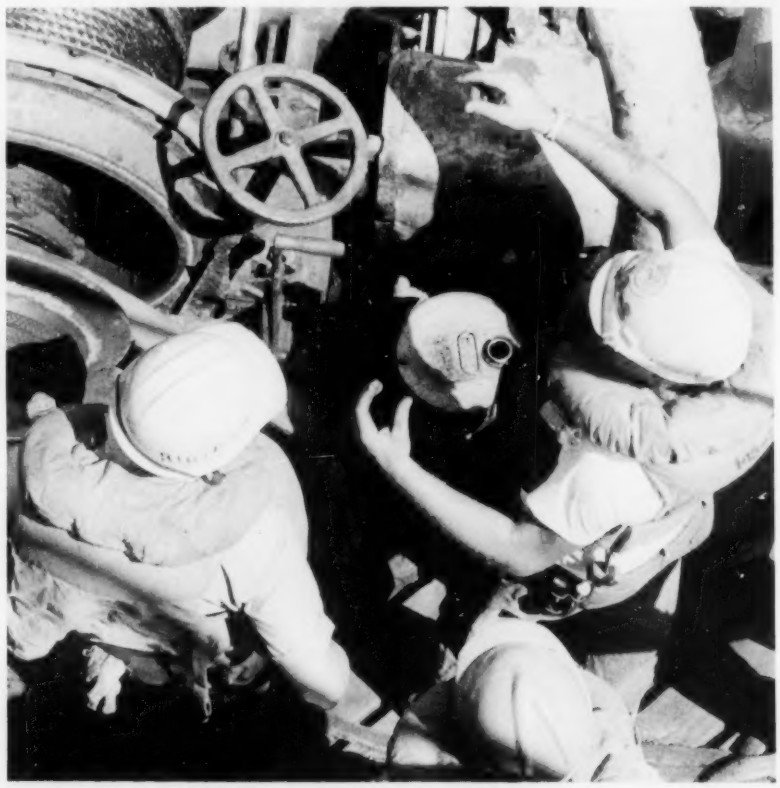
"I consider this promotion an honor," said 25-year-old Derric Linardich of New York. Linardich recently had been named cargo officer of the Marias. He replaced Roger Haines of Rangely, Maine who left to work as a ship's pilot in the Panama Canal Zone.

Linardich joined MSC in January 1976 as an officer trainee although he already had a second mate's license. "I came on because I saw there was an opportunity to move up quickly and it has paid off."

Linardich is a graduate of New York state maritime college. He sailed for American Export Lines for 13 months, returned home, got his second mate's license, then joined MSC.

The youthful cargo officer said he knows his new job will not be easy. "It's going to be rough. This job would be rough for anybody but it's also a challenge."

As cargo officer, Linardich does considerable planning. He must know where the fuel receiving stations are on each ship served. And he must be sure that the fuel is drawn evenly from the six tanks of the Marias. If not, the hull would be put under tremendous strain



Teamwork is demanded from every member of a rig team.

It was almost pitch dark when the men of the Marias swung into action to refuel the Navy aircraft carrier.

and the Marias could break in half.

Linardich said the pressures of his own job are eased when he sees others taking interest in their own work.

"I was standing watch on the bridge the other day. I noticed a man walking on deck, a man I had assigned to a rig team. He is a messman, one of the older fellows. He walked up to the rig he would be working on for the Roosevelt unrep the next day.

"The messman checked all the lines of the rig. As he was returning aft, he saw his rig captain and give him a thumbs-up signal. That messman's job on the rig team is line handler. He was recommended to me as being a good line handler and nothing else. But he took his job seriously. He took time out after his mess duties to check his rig. That really impressed me," Linardich said.

—o—

John Spencer is cargo engineer on the Marias. He is a soft-spoken man who believes patience is the key in training new men.

"The world is in constant change," said the 48-year old native of El Paso, Texas. Married and having guided three children to adulthood, Spencer said he ought to know something about communicating with the younger men who work for him.

"These young seamen are part of our changing world," said Spencer who has been a Civil Service seaman for 21 years. "Seamen can't be treated the way they used to be. No way. It's important these days how you approach a fellow when you want something done.

"Approach the young man in a positive way, treat him right and he'll do most anything you ask him."

Spencer came aboard the Marias in August 1975. "We had some new men then who had their individual hangups, you might say. But they didn't last. Now we have men who are willing to learn seamanship, who will do a good job."

Spencer is in charge of the men who work at the pumping stations in an area below the main deck known as the "jungle deck." It got that name because of the maze of pipes, pumps, hoses and valves that criss-cross it.

Spencer also supervises the men who work in the turbine room 40 feet below deck. During an unrep, he stations himself on a small catwalk between the bridge wings. From there he maintains phone communications with his men while he keeps an eye on replenishment activities.

When he first came aboard Marias, his first oiler, he had serious doubts about whether he would like it. "I have to admit I like this ship now. It's old but the hull is in good shape. When its days are over as an unrep ship, I hope MSC uses it to train new men who don't have experience in unrepping."

Spencer has worked on about 15 MSC ships but said that he has real affection for only two or three of them. Marias is one. "I can't explain why seamen can get attached to some ships but not to others," he said, "but it happens that way." ⚓

Robert Carl was the first MSC contracting officer.

Reminiscing With Bob Carl

By Louis Panarale

Military Sealift Command was less than a year old when the Korean war erupted in 1950. MSC, then Military Sea Transportation Service, had to expand its capabilities almost immediately.

Urgent calls went out to the maritime industry for ships needed to support United Nations forces. Starting out with only six ships chartered from private operators, MSC had increased its charters to 335 at the peak of the Korean war.

Prior to the time MSC was established, both the Army and Navy operated oceangoing ships. But, toward the end of World War II, military planners had recognized a need for a single Defense ocean transportation organization.

In October 1949, the sealift command was officially established by Department of Defense with Vice Adm. William M. Callaghan as its first commander. Robert A. Carl was the Navy officer in charge of the command contracting office and had a great deal to do with the writing of the initial MSC charter. Today Carl is special assistant for transportation to the Assistant Secretary of the Navy for Installations and Logistics.

As a lieutenant commander, Carl was with MSC throughout those hectic years of the Korean war, remaining until 1954. He was at the forefront of activity when in December 1950 government owned and MSC chartered ships helped evacuate 105,000 troops, 91,000 civilians, 17,500 vehicles and 350,000 tons of supplies from Hungnam, Korea.

Carl recalled recently that MSC negotiated some unusual charters in those formative years of the command, especially at the height of the Korean war and support of the legendary Berlin Airlift. In those days, MSC chartered cargo ships, passenger ships, and a variety of other vessels.

"The Korean conflict put MSC to the test, one of the toughest tests it has had to face," Carl said. He pointed out that the Korean war, unlike the Vietnam war, involved United Nations forces.

"We were obliged to accept a foreign ship under charter when a U.N. country offered us one," he said. Carl added that MSC not only accepted the ships but actively sought them. "The competition for ships was keen because we were competing with the Marshall plan which meant many ships were tied up for movement of cargo for rebuilding Europe."

Chartering ships from foreign governments was sometimes done on a rather informal basis, Carl recalled. "We would telephone the Canadian government, for example. If a ship was available we could charter it without delay."

Taking ships out of the U.S. reserve fleet involved much more red tape. "Every time we broke out ships from the fleet, I had to appear before both the Maritime Commission and Maritime Administration. Anyone who desired could oppose our breaking out the ships. We often spent long hours preparing and presenting testimony for those hearings."

Carl said he soon learned that in sending ships to Korea there was

no guarantee that the vessels would be promptly turned around. The ships often were tied up in Korean ports for weeks, sometimes months, awaiting unloading. The delays were more and more costly because chartering rates were rising all the time.

"Not only were the layups costly, but by having the ships immobile for long periods we were draining the market of available ships. So we devised a system whereby we would route the ships to Japan, unload them there, and use smaller vessels to shuttle the military cargo to Korea. That allowed return of the larger ships to the United States for more cargo."

Carl said he and others who chartered ships for MSC worked under constant pressure in trying to find ships needed to support U.N. forces. "We often worked 16 hours a day, and on weekends. It was an extremely challenging crisis and I think we met it well," he said.

No idea was considered too far-fetched as long as MSC got the job done in getting military equipment and supplies to their destination. Carl said the war often put MSC personnel into situations where they had to be inventive.

"At one point in the conflict, when MSC was in desperate need of ships, we seriously considered chartering a sailing ship. It was not a bad idea and we had experts look into the possibility. We found the Pamir, a square-rigger that sailed under the Finnish flag. The Pamir could carry 5,000 tons of grain and could be operated by a crew of 26."

"The cost of chartering the Pamir would have been $5,000 a month. At that time we were paying as much as $1,700 a day to charter Liberty ships that often wound up at anchor in some Korean port. We figured that if the Pamir got laid up, the cost would be small by comparison."

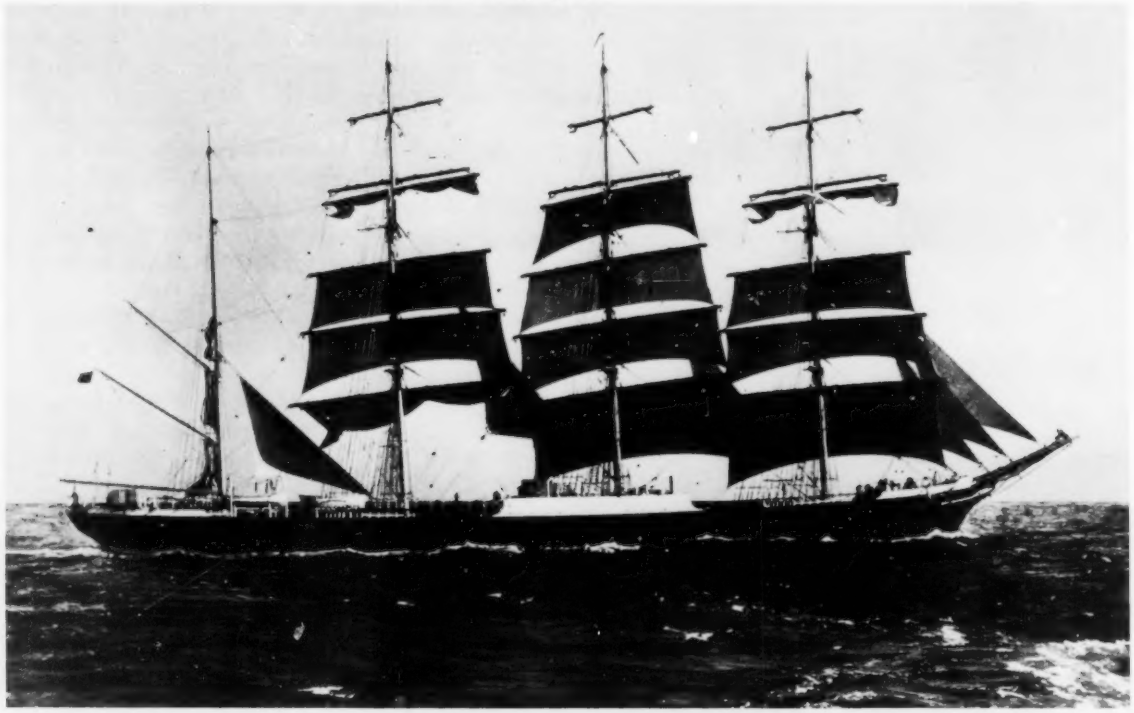
Another argument in favor of chartering the Pamir was that it could do eight knots with a full cargo. "That was about all the speed we were getting out of the Liberties which had seen their best days in World War II," Carl said.

"We were just about ready to charter the Pamir when we ran into problems. We had to sail the Pamir under the U.S. flag. That meant we would be required to man the ship with a much larger crew. We doubted that on such short notice we would be able to find seamen who could sail a square-rigger. At the last minute we abandoned the idea, but it came very close to fruition."

Other problems arose when a ship charter expired at a critical

Rollers were attached to the bottoms of LSTs such as the 902 to prevent coral from damaging the hulls.

The Finnish square-rigger Pamir was nearly chartered by MSC to carry grain.



time. One such crisis came up when beleaguered U.N. troops had to be evacuated from the port of Hungnam.

"The evacuation was one of the most trying tasks we had during the war. We had a British ship—the P.C.—on a charter that was about to expire. We were ready to redeliver the ship to the British when we got word from Gen. Douglas MacArthur in Korea to hold up the delivery. He informed us through the Pentagon that he needed the ship to evacuate his troops. The owners wanted it returned."

Handling of the tricky problem is perhaps best explained by quoting from MSC records which summarize the events that followed:

"MSC requested from the owner of the vessel permission to keep the vessel on charter through January of 1951 in order to cover its needs. The owner of the vessel, seeing on the horizon a higher freight charter market, was adamant in his refusal to extend the charter. Dispatches from the Far East indicated an imperative need for this particular fast vessel while the owner was threatening to wire the master to sail back to the ship's mother country.

"The situation, insofar as this particular ship was concerned, looked very bleak. Lt. Cmdr. Carl, director of the Commercial Water Traffic Division, Military Sea Transportation Service, had a book called *A General Treatise of the Dominion of the Sea and a Complete Body of the Sea Laws*, printed in London in 1700 during the reign of Queen Anne. The importance of this book was that the writer years ago was quoting from the original sea laws of the Rhodians, the laws of the Oleron, the laws of the Wisbuy and the laws of the Hanse Towns, from which a great many of the present charter articles are descendant.

"While reading this book at his home in the evening, Lt. Cmdr. Carl came across Section XXVI which had this to say relative to ships stopped by force: 'If the ports be only shut and the vessel stopped by force for a time, the charter party shall still be valid and the master and merchant shall be reciprocally obliged to expect the opening of the ports and liberty of the ships without any pretensions for damages on either side.' Reading further, Lt. Cmdr. Carl came across this item under Article 2, directed to masters of ships and their duties and privileges: 'If goods be laden aboard after an embargo or restraint from the Prince of State comes forth and then he breaks ground or endeavors to sail away, if any damage accrues, he must be responsible for the same (the master of the vessel).' He hurriedly dug out the time charter then in use by MSTS which generally followed time charters

used in commercial practice. Under Article 21 Exceptions were contained, in fine print, Restraint of Princes, Rulers of People. It was meant, of course, to protect the vessel rather than the charterer; but by stretching a point, Lt. Cmdr. Carl came up with an idea."

"The Far East commander of Military Sea Transportation Service was advised to consider General MacArthur as a Prince, since he was the governing power of Japan at the time, and to order the vessel held as a restraint of Prince. While this would subject MSTS to charter hire, it would keep the vessel under employment for the period of time it was so badly needed. As a result of all this, the vessel was restrained until late January 1951. The ship owners later were very understanding and cooperative when they were informed of why we acted in this manner."

Overall, Carl noted, "the masters and owners of the foreign-flag chartered ships from governments such as Britain, Norway and Canada were very cooperative since we were united in a common goal. However, there were a few problems from time to time."

Carl recalled the time MSC chartered a C-3 passenger-cargo ship for delivery of military cargo to Korea. "The ship had beautiful staterooms. It was chartered to us with the stipulation that we not carry passengers. But the ship was caught up in the Hungnam evacuation. In the emergency, the master made a decision to pick up some evacuated troops."

Carl said the staterooms were a luxury that the battle-weary warriors had not been accustomed to in Korea. "They really tore the rooms apart. Towel racks and other fixtures were pulled off the walls. Things like that."

MSC received a bill for damages from the company. "We didn't feel we were liable for the damages," Carl said. "We rejected the claim which was submitted several times. The master became so angry that he vowed never to work on an MSC chartered ship again, or to pick up anybody under any conditions." Carl said.

"MSC finally decided to pay for the damages. We learned to bend a little in those days because we realized that everybody was trying to do their best under very difficult circumstances."

Requirements for ships not directly involved in the Korean conflict presented other problems. Early in 1953, MSC chartered landing craft to fulfill Air Force needs. Three tank landing craft and one larger landing ship transported Air Force equipment to the West Indies.

"The craft had to be beached to unload the cargo because there were no port facilities. But, the heavy coral put holes in the bottoms of the craft on almost every trip. We resolved the problem by installing heavy steel rollers on the bottoms of the craft," Carl said.

"One of the landing vessels grounded in Cuban waters and was seized by Cuban authorities. My assistant, Cmdr. Buck Borden, and senior civilian employee, Buddy Driscoll, were dispatched to Cuba to seek its release. After a few days of ardent negotiation we were able to get the vessel back in MSC hands. You can see those were hectic days which helped make our jobs interesting."

Carl appreciated the humor often displayed by shippers when things went awry, such as efforts to ship Army mules to Turkey. To meet Army requirements, MSC chartered the Pass Christian Victory from Isbrandtsen Lines. The ship was one of only two mule carriers in existence.

The mules were to be loaded on the ship in New Orleans and shipped to Turkish army mountain regiments. But U.S. Army veterinarians rejected the ship on the grounds that it had insufficient air circulation.

Hans Isbrandtsen, owner of the line, agreed to spend the money needed to improve the ventilation. "He did this at considerable cost to his company but the ship was repeatedly rejected by the veterinarians," Carl said.

"Finally, we got a telegram from Hans Isbrandtsen. I don't remember the exact wording but it went something like this: 'I have worked very hard to make the Pass Christian Victory acceptable to the Army in New Orleans. Several times it has been rejected at a considerable cost to me. I suggest that you send seven competent mules to inspect the ship. If the ship meets their standards, please charter it."

The ship passed inspection shortly after the telegram was received and the mules made the journey to Turkey, thriving on the fresh sea air.

The Berlin Airlift, Korea support, putting rollers under landing ships to lift them over coral, moving mules and solving other unique problems all tended to make life interesting for the early MSC staff.

Bob Carl still feels that one of his two most challenging responsibilities was setting up a complete steamship company for the trust countries. Operating from Guam under MSC control, it provided trust territories with needed service. The contract operation later was turned over to Department of Interior. The second challenge required working out a charter arrangement to take over all of the ships of a steamship line, American Hawaiian. Five C-4s, secured after personal, coast-to-coast negotiations with their owners, substantially increased MSC's ability to move mountains of military cargo to support U.S. military forces—a job the command still performs.

A medicine man calls for a blessing on the four oceangoing Navy tugs being built for MSC operation. All four will bear Indian names.

Ship Score Card

Just as the fan at the ballpark cannot follow the game without a score card, one needs a current lineup of MSC ships to keep abreast of what is going on, and who is doing it.

The command has added nine new Sealift class tankers to its roster, the name of the Sea Lift has been changed to Meteor, and four Falcon class tankers also have been given new names.

In addition, the former SS Canada Mail, an ice strengthened

cargo ship being readied for operation by MSC for the Naval Oceanographic Office in deep ocean survey tasks, now bears a new name—USNS H. H. Hess. The Secretary of the Navy recently okayed that change with the new name honoring a former Navy rear admiral who played a prominent role in oceanographic research. Hess is expected to be in operation late next year.

Four other MSC ship "recruits" are being built at the Marinette Marine Corp. yard in Marinette, Wisc. All are tugs—T–ATFs—and all will bear Indian names, USNS Powhatan, Narragansett, Catawba and Navajo.

The first, T–ATF–166, will be USNS Powhatan, named after the Indian tribe to which the Indian princess Pocahontas belonged. The tribe inhabited the Chesapeake Bay area. Scheduled for delivery in fiscal year 1978, the tug will be the sixth Navy vessel to bear the name Powhatan.

T–ATF–167 is to be named USNS Narragansett after a powerful Algonkian speaking band that once inhabited most of Rhode Island, from Narragansett Bay on the east to the Pawtuck River on the west. Allies of the Massachusetts colonists during the Pequot War of 1637, the tribe now is extinct. Four former Navy ships have shared the name. Narragansett will be delivered in fiscal year 1979.

T–ATF–168 will be named USNS Catawba, after a leading tribe of the Carolinas. Now virtually extinct, the Catawba tribe was the most important of a group known collectively as the Sioux. The Catawba aided the colonists in the Tuscarora War of 1711–1715, in the French and Indian War, and in the defense of South Carolina during the Revolution. The tug, to be delivered in fiscal year 1979, will carry a name given three former Navy ships.

The last tug, T–ATF–169, will be the USNS Navajo and will be delivered in fiscal year 1979. The Navajo now live on a 16-million-acre reservation spanning parts of northeast Arizona, northwest New Mexico, and southeast Utah. A composite and nomadic tribe of more than 50 clans, the Navajo people are noted silversmiths and weavers.

The Powhatan, Narragansett, Catawba and Navajo are the first oceangoing tugs specifically constructed for MSC operation. They will replace the Ute, Lipan, Mosopelea and Atakapa, World War II vintage tugs MSC now operates for the Navy.—L. M. Q. ⚓

In Defense of Subsidies

By Jack Forrest Harry

Editors' Note: Jack Forrest Harry, former second officer aboard the USNS Mirfak, retired from MSC in 1973, after 27 years sailing aboard government owned ships. Since then he has continued sailing on U.S.-flag commercial ships. The following article is in response to three stories in the August Sealift issue concerning maritime subsidies and the rise of the Soviet merchant marine. Opinions expressed are those of the author and are not necessarily those of MSC or the Navy.

Author Philip Wylie once wrote that economists have never bothered to go into the causes of economics except to indicate they are the laws of supply and demand, thus ignoring the changing nature of supplies and demands. He implied that economists tended to view the world through the telescoped reasoning of their science.

Sealift magazine's provocative August 1976 issue began with Rear Adm. Sam H. Moore's message on the commander's page entitled Diversity of Ideas, ending with an invitation to comment on the diverse ideas presented in the magazine. My comments concern the three articles devoted to marine commerce. Allen R. Ferguson, president of the Public Interest Economics Center in Washington, D.C., criticized maritime subsidies while James J. Reynolds, president of the American Institute of Merchant Shipping, defended them. A third article by Linda M. Quinones of the Sealift staff was devoted to the Soviet Union's penetration of U.S. seagoing trade.

That article illustrated Mr. Wylie's opinion of economists when measured against Mr. Ferguson's willingness to allow the demise of virtually the entire U.S.-flag merchant marine.

'Economists tend to view the world through the telescoped reasoning of their science.'

It is a fallacy to conclude that the projected expenditure of $403 million for merchant marine operating subsidy in fiscal 1977 will go for the express purpose of providing 9,000 seagoing jobs, and nothing more. Each job would pay $44,444, at taxpayer expense. That no seaman on a subsidized or unsubsidized vessel, except possibly a master and chief engineer, approaches such an income even if he works the full year (Mr. Ferguson indicated each job provided employment for two, so a full year covers the amount involved) must mean that subsidized shipping companies pay no part of seamen's salaries from their own operating capital, and that most even pocket some subsidy money.

Does it mean that? Or does it really mean that subsidy money goes for other things than offset of American seamen's higher wages? How about the 40 to 70 per cent of the daily operating costs of a tanker which go for insurance? Might not the taxpayer's money be subsidizing insurance companies as well as seamen?

The cost of a barrel of fuel has more than doubled since the oil embargo. In the same period seamen's wages did not double or even keep pace with cost of living increases. So, if subsidies have gone up isn't it possible they also are helping assure a profit for energy suppliers?

U.S. ships must meet higher safety standards than foreign ships. They are subjected to more inspections by the U.S. Coast Guard and the American Bureau of Shipping than are foreign ships by foreign agencies, and inspections cost money. In a recent exercise (REFORGER '76, described in the September Sealift), the United

'The contention that because container vessels are now supported by container terminals they would be valueless in war is not supportable.'

States Lines' SS American Ranger transported Army division equipment to and from Europe. After that assignment, the ship was required to undergo an ABS inspection which involved completely tearing down all cargo equipment, inspecting and testing it, and restoring it to working condition. The cost to U.S. Lines (at last reading, an unsubsidized company, although this author has heard that because of competition from Soviet state-owned vessels, among others, the line has applied for subsidy) for inspection of this ship which had just successfully lifted the heavy equipment of a combat division from Europe was substantial.

The point is also raised in Mr. Ferguson's article that Sea-Land Service's SL–7s and other container ships are not self-sustaining and therefore of limited value in the event of war. Mr. Reynolds contended in his article that the present U.S. merchant fleet, with its high speed container ships, LASH ships, etc., is the most effective transportation force in the world. Mr. Reynolds is quite correct.

The contention that because container vessels are now supported by container terminals they would be valueless in war is not supportable. Sea-Land pioneered this cargo

'Public interest will be better served by providing the nation with a strong, active American-flag merchant marine.'

system long before there were any container terminals by taking old C–2s, C–4s and T–2s and installing container handling cranes aboard them, making them self-sustaining. Modern container ships could be converted in the same way in very little time.

But the major absurdity is to suggest that operating differential subsidies are paid to shipping companies merely to offset higher labor costs in the American merchant marine. In the first place, excluding Soviet state-owned ships and

'Merchant ships have transported more than 95 per cent of all war material in every major conflict we have ever had.'

the American-owned foreign flag fleet, which not only escapes paying American wages but escapes paying the cost of meeting American standards on the ships and payment of American taxes as well, foreign merchant seamen's wages are not that much different from our own.

If salaries are smaller, fringe benefits are larger. Free medical care, not only for the seaman but for his whole family, is commonly provided by foreign ship owners. Living conditions aboard ships of Western Europe often are superior to those aboard American ships. If that is hard to believe, go aboard an SL–7 constructed tc Western European living standards. There are no other ships in the American merchant marine even close to those wall-to-wall carpeted palaces.

Despite the facts about subsidies, each time they are questioned it is always the American seaman who creates the need, never the cost of insurance premiums, never the cost of oil or safety standards and government inspectors to enforce them, never the cost of operating shore-side terminals where stevedores load ships, clerical workers fill out forms and vice-presidents seek business. When subsidies are considered, such things are not identified as part of the cost of operating shipping companies. Emphasis seems to be always on seamen's salaries.

Ignoring the obvious injustice thus heaped on American seamen, a more important fact is that some shipping lines are subsidized to service unprofitable routes where, if they do not continue operating, Soviet ships (wholly subsidized by the government) will replace them because of the Soviet desire to surpass the United States as a merchant marine power.

Philip Wylie also had something to say about the need for U.S. seapower. During World War II, he wrote: "We are in the midst of a time when we had better stick to a few extremely simple premises, such as that we will try to guarantee more freedom for more people after the war than we did before and that, having found every world balance of power a screwy device, we will now maintain enough power of our own to knock flat any nation or bunch of nations that sticks its head up against us, picking no fights, but taking no chances."

That message reiterates Teddy Roosevelt's policy of walking softly but carrying a big stick. It is still meaningful. Neglecting our merchant marine for temporary economic gain is a step backward toward military weakness since a strong American-flag merchant marine is necessary in the event of any war. Merchant ships have transported more than 95 per cent of all war material in every major conflict we have ever had.

While I regret disagreeing with Mr. Ferguson, and the Public Interest Economic Center, I believe the public interest will be better served by providing the nation with a strong, active American-flag merchant marine, subsidizing it where necessary to the degree changing situations warrant, but keeping it afloat and active nevertheless. Then, if ships and skilled crews are needed to defend our freedom, they, like our military forces, will be readily available and adequately responsive. ⚓

Coal is dumped from the MSC chartered bulk carrier, Merrimac, into a Dutch barge at Amsterdam.

World Bulk Fleet Is On the Rise

By Louis R. Granger

In the past 10 years the deadweight tonnage of the world's bulk shipping fleet has increased fourfold and its numbers have more than doubled. During the same period the U.S. portion of that oceangoing bulk fleet has sunk out of sight—as if the sea valves had been left open.

Among the 67 countries with oceangoing bulk vessels at the end of 1975, the United States ranked 27th in deadweight tonnage and with 19 oceangoing bulk carriers was 28th in the number of ships. Deadweight tonnage totaled 544,000 for the 19 vessels.

In early 1966 the world bulk fleet consisted of 2,103 ships, totaling nearly 38 million deadweight tons. By the end of 1975, the number of ships had increased to 4,272, totaling slightly more than 150 million deadweight tons. The larger foreign-flag fleets enabled owning nations to monopolize bulk movements.

By the end of 1974, the U.S.-flag bulk fleet had declined by 13 ships, to 19, and 15 of these had been built in the 1940s.

By 1969 the U.S.-flag ships carried less than 5 per cent of the bulk commodities which constituted 90 per cent of U.S. foreign trade. By 1974, U.S. bulk vessels were hauling only 1.1 per cent of U.S. dry bulk foreign trade.

According to the Maritime Administration report, Bulk Carriers in the World Fleet, there are two primary reasons for the dramatic increase in foreign-flag bulk fleets: emergence of Japan as the world's third leading steel producer and the closing of the Suez Canal.

"Japan's lack of domestic natural resources has forced it to buy them in large quantities from foreign producers, especially oil, coal and iron ore," the report stated. "The closing of the canal added substantially to the sea distances between many ports, thus requiring more ships of

larger average size to economically service the expanding trade."

For most of the 200 years since the Revolutionary War the United States has exported raw materials. But the country is no longer self-sufficient. In fact, it has become a raw-materials-deficient nation.

Forty-six materials are listed as of strategic importance, and all 46 must be imported, either entirely or in part. Examples of the strategic raw materials, the percentage imported and their major uses are:

Tantalum, 85 per cent, for refineries, jets, turbines and abrasives; cobalt, 95 per cent, turbines, jets, tool steels and alloys; asbestos, 95 per cent, building material, paints, plastics and textiles; manganese, 95 per cent, stainless and carbon steels, batteries and paints; beryl, 93 per cent, nuclear reactors, telephones, spark plugs and X-ray equipment; tin, 100 per cent, electronics, bearings, tinplate and ceramics.

Also, nickel, 90 per cent, aircraft, turbines, nuclear reactors, jets and electronics; chromite, 100 per cent, cutting tools, refineries, jets and stainless steel; abaca, 100 per cent, textiles, rope, rugs and cables; rubber, 100 per cent, tires, wire insulation and tools; bauxite, 90 per cent, pots, pans, engines and filters; and antimony, 85 per cent, metals, medicines, chemicals, glass and ceramics.

While not all of the materials are necessarily imported in bulk, most are—and most are delivered by foreign-flag ships.

In an attempt to strengthen the U.S. merchant fleet, Congress passed the Merchant Marine Act of 1970 which provided incentives to build ships which would increase the productivity and competitiveness of the American merchant marine.

The act provided for financial assistance to shipyards and U.S.-flag shipping companies, research and development programs, marketing and promotion programs and officer and crew training.

Since then the Maritime Administration research and development budget has increased from approximately $3 million to $20 million a year, part of an effort to improve the capabilities of the U.S. shipping and shipbuilding industries.

The effect, however, has been minimal for bulk vessel construction.

In another Maritime Administration report, U.S. Flag Bulk Shipping, released in August, it was noted that the 1970 act has generated construction of only two bulk ships, the ore-bulk-oil carriers Ultrasea and Ultramar. Eleven bulk carriers were under construction or on order as of January 1, but none are being constructed for service in oceangoing foreign commerce. Nine are being built for service on the Great Lakes and two are tug-barge combinations that will operate in the U.S. coastwise trades.

The 892-foot SS Ultramar was the first ore-bulk-oil carrier in the U.S.-flag oceangoing bulk fleet. Ultramar and her sister ship Ultrasea were built under the 1970 Merchant Marine Act. Ultramar is shown being launched in 1973.

Construction of those 11 ships, totaling 393,000 gross tons, puts the United States in 11th place among countries of the world for bulk ship construction. Japan is first with 405 ships under construction or on order which total nearly 12 million gross tons.

While Japan is building and operating bulk carriers to import its needed raw materials, and to export finished products, the United States has taken a different tack by importing and exporting on foreign-flag carriers.

In late October a contract was

The 31-year-old coal ship Columbia has sometimes been chartered by MSC. Columbia is one of 19 U.S.-flag oceangoing bulk carriers.

awarded to Bath Iron Works Corp. to construct two large container ships for American Export Lines, Inc. This contract brought to 64 the number of vessels of all types ordered from American shipyards under the 1970 act.

In addition to the Ultramar and Ultrasea, both in the 83,000-deadweight-ton range and owned by Aries Marine Shipping Co. of New York, the only other new bulk carrier in the U.S. fleet is the nearly 4-year-old Sugar Islander, a 30,000-deadweight-ton general bulk carrier owned by Bankers Trust Co. of New Orleans.

Military Sealift Command has had under charter eight of the 19 U.S.-flag bulk carriers from time to time. Currently chartered by MSC are three coal carriers, Merrimac, Overseas Traveler and Tamara Guilden. The other five bulk vessels that have been chartered by MSC are the Inger, Potomac, Marine Electric and two ships named Columbia.

Of the 67 countries with oceangoing bulk fleets, eight dominate the list with 100 or more ships each. From first to eighth are Liberia, Japan, Norway, United Kingdom, Greece, Italy, Panama and the Soviet Union. Collectively they have 77 per cent of the world's bulk carrier deadweight tonnage.

Bulk carriers accounted for 16 per cent of the deadweight tonnage of the world's merchant fleet in 1966, but by 1975 that had risen to 27 per cent. In 1966 there was only one ship larger than 85,000 deadweight tons, a 144,000-ton ore-oil carrier. By 1975 there were 339 ships of the 85,000-ton or larger range with 294 of them 100,000 deadweight tons or more, and 32 ships with deadweight tonnage of more than 200,000.

According to the cited report, the largest bulk carrier as of December 31 was the Swedish-flag 282.5-thousand-deadweight-ton ore-oil carrier Svealand.

As the deadweight tonnages of the ships has increased, so have ship drafts. The Svealand has a draft of 71 feet and all of the other 31 giants have drafts of between 63 and 72 feet.

The positions of the eight major flags of registry had only two significant shifts between 1970 and 1975. These were Panama and Greece.

Panama had 69 bulk carriers in 1970 and was not among the top countries with bulk fleets. Italy ranked sixth with 123 ships totaling 3.3 million deadweight tons, and the Soviet Union seventh with 132 ships totaling 846,000 deadweight tons, according to the world fleet bulk carriers report. The eighth ranking nation for 1970 was not listed. By 1975, Panama had 224 bulk carriers and three per cent of the world bulk carrier fleet.

The effect of the 1973 Arab oil embargo, and the decline in international trade experience in this decade, have resulted in a worldwide depression in the international bulk shipping market, according to the Maritime Administration report.

"The collapse of the tanker market in the last quarter of 1973 caused many tankers and combination carriers to shift into the dry bulk trades in search of higher rates than were available in the tanker market. The decline in demand coupled with the shift of the combination carriers resulted in an overcapacity in the market for dry bulk shipping," it said.

About October 1974 shipping rates began a sharp decline and continued until mid-1975. In May and June this year, however, rates began to rise which meant a more healthy market for bulk oceangoing shipping. "A slow recovery from the current over-capacity is anticipated by many industry observers, but substantial trade increases could quickly cancel any over-capacity problem," the report concluded.

A similar tone of optimism was quoted in another Maritime Administration report on the world bulk carrier fleet. "The significance of bulk carriers to world seaborne trade will continue into the future. As new sources of raw materials are developed, as efficient cargo handling equipment is installed at ports throughout the world, and as ports are deepened, bulk cargo carriers will carry an even greater share of total world trade."

But, considering the age and limited numbers in the U.S.-flag bulk oceangoing fleet, and the absence of any construction, it will not be American ships carrying a greater share of bulk trade of any nation—including that of the United States. ⚓

The accidental ship ramming and resulting damage to cargo gear aboard this vessel could have been prevented by a vessel traffic system.

VTS—Electronic Traffic Cop For Nation's Busy Harbors

By Cmdr. David Sumi

Mariners visiting New York, New Orleans and Valdez, Alaska soon will be assisted through busy port waters by U.S. Coast Guard vessel traffic services (VTS).

The systems, to be operational by July 1978, will keep masters and pilots informed of traffic conditions along their intended route, thus enabling them to avoid hazardous situations which could lead to an accident.

The New York system will consist of harbor-wide-radar surveillance and closed circuit, low-light level television, a VHF-FM communications network, computer driven synthetic displays, computer driven event prediction and automatic data processing for record keeping.

The New Orleans system will not have radar surveillance, relying solely upon television. Valdez will have radar coverage and a communications network.

Mariners will "check-in" at their point of entry, whether it be the sea buoy, dock, an anchorage, or a water tributary to the harbor. From then until check-out time they will be in constant communications with the vessel traffic center, a centrally located operations facility.

Information will be exchanged on subjects such as the identity and location of other vessels that will be encountered during the transit, unusual weather that can be expected, or any condition in the harbor that could affect a safe passage. The vessel traffic center will be manned by Coastguardsmen 24 hours a day, every day of the year.

The Ports and Waterways Safety Act of 1972 gave the Coast Guard broad authority to ". . . establish and maintain vessel traffic services and systems for ports, harbors, and other waters subject to congested vessel traffic. . . ."

Objective of a vessel traffic service system is to reduce the number of collisions, groundings, and rammings. These accidents can cause injury or loss of life, destruction of property or harm to the environment.

Although estimates vary from port to port and source to source, most experts conclude that a vessel traffic service can reduce the number of accidents by 30 to 50 per cent. The Coast Guard had sought such a law for several years prior to its passage.

A collision beneath the Golden Gate Bridge in San Francisco in 1971, between the Oregon Standard and the Arizona Standard, provided dramatic evidence of the need. That accident released over 800,000 gallons of petroleum into San Francisco Bay and the clean-up operation cost $4 million.

Additional costs to repair the vessels and the loss of revenue while the vessels were laid up made that particular accident highly expensive. The damage to marine life and the lasting effects to the environment can not be estimated.

The Coast Guard has little doubt that a vessel traffic service could have prevented that accident. Although both ship watch officers were aware of the other ship's presence, neither knew the exact loc-

tion, due primarily to heavy fog and a blind bend causing radar shadow. A vessel traffic service could have alerted both vessels to the others exact location and intentions, allowing them to steer well clear of each other.

Following enactment of the Ports and Waterways Safety Act, the Coast guard conducted an analysis of port needs, which ranked the ports of the United States in the order where a vessel traffic service would be the most beneficial. Factors considered included the number of movements in the waterway, types of vessels using it, types of cargoes carried, port configuration, weather, and accident history.

Based on these factors, New York was ranked first, New Orleans second, and planning commenced immediately. Valdez, Alaska was included because of the expected movement of tankers following completion of the Alaskan pipeline to that port.

In New York, an extensive data collection and analysis effort was conducted to determine the type of system needed. An important factor in the equation was the types of vessels to be served by the system, because that had a direct impact on the numbers of vessels to be handled.

In San Francisco, Houston, Galveston and Puget Sound, ports that already had operational vessel traffic services, the decision was made to include those vessels subject to the Bridge-to-Bridge Radiotelephone Act; vessels of 300 or more gross tons, vessels of 100 or more gross tons carrying passengers for hire, vessels 26 feet or more engaged in towing, dredges and other floating plants.

After analysis of traffic in New York, it was decided to include one additional category—vessels carrying 10 or more passengers for hire. This category includes the many tour boats operating in the harbor and fishing boats, commonly referred to as "head boats," operating out of the port. These vessels not only represent a potential for a grievous accident but also ply some of the port's busiest waters.

Assisting the New York vessel traffic service project staff in their planning work was the New York Harbor vessel traffic service advisory committee, a group assembled from the New York maritime community and representing the tanker fleets, the barge and towing industry, harbor pilots and the U.S. Navy.

The Navy has been represented by two chiefs of staff of the Military Sealift Command, Atlantic, first by Capt. Robert D. Sante, and after he retired, by Capt. Herman E. Fritzke, Jr. Both Captain Sante and Captain Fritzke, because of their seagoing experience, made valuable contributions. Chairman of the committee since its charter in 1973 has been retired Navy Adm. John M. Will, a former MSC commander.

The advisory committee provided local knowledge to the project staff. Most members have had years of experience in the port of New York and were able to express the views of the local maritime industry.

A similar design approach was used in San Francisco, Puget Sound and Houston-Galveston, although equipment configuration is different due to the difference in topography. San Francisco, which has had an operational system since 1973, employs high resolution radars and a communications net to advise traffic in the bay and the seaward approaches.

For areas not covered by radar, such as San Pablo Bay and rivers to Sacramento and Stockton, a vessel movement reporting system (VMRS) is used. Vessels call in at a specified check point, reporting their position and estimated time of arrival at the next check point. The operator in the vessel traffic center then "moves" him along a plotting board. A vessel movement reporting system is also operational in Puget Sound, with limited radar coverage in the Rosario Straits area.

Puget Sound and San Francisco also use a traffic separation scheme to further improve safety, separating inbound and outbound traffic. Long range planning for Puget Sound includes the possibility of improved surveillance by replacing existing radars with high resolution sets.

Houston-Galveston is the only op-

Two Coast Guard traffic controllers at Puget Sound chart positions of vessels and provide them with weather and safety information.

erational vessel traffic service that uses low-light level television as a surveillance device. Because the channel is long and narrow, referred to locally as the "ditch," exact course is not as important as position. Television yields that information readily. Low-light level refers to vision effective both in darkness and broad daylight.

Houston-Galveston is scheduled for a high resolution radar late in 1977 to provide coverage in the Galveston Bay and the seaward approaches. Also planned is automatic dead reckoning and record keeping through the use of digital computers.

Communications between the vessel traffic center and participating vessels are via Channel 13, the bridge-to-bridge radiotelephone frequency, in both San Francisco and Puget Sound. Houston-Galveston uses Channel 12. It is the Coast Guard's intention to have all vessel traffic center communications on Channel 12, leaving Channel 13 for exclusive bridge-to-bridge traffic.

Valdez, Alaska is included with New York and New Orleans in the second group of ports scheduled to receive vessel traffic services. The Valdez system will be operational by the opening of the Alaskan pipeline and will have two high resolution radars plus VHF communications. The Valdez and Puget Sound vessel traffic services were established to handle crude oil carriers moving oil from Alaskan north slope fields.

The New Orleans vessel traffic service, which could be referred to as the "Lower Mississippi VTS," will have the largest coverage area of any service. The New Orleans system will cover the lower Mississippi starting at mile 159, Ahead of Passes, Southward to South Pass, Southwest Pass and along the Gulf ICW to the Mississippi River Gulf Outlet. The system will have low-light level television, vessel movement reporting system, a computerized and sectorized communications.

New Orleans also will have computer driven "event predictions" to prevent hazardous meeting and overtaking situations. In New York and New Orleans, three VHF-FM channels will be used for communications between vessels and the center, channels 11, 12, and 14. Vessels will be required to monitor the sector frequency. Sectorization is believed to be the only solution to avoid overloading of the vessel traffic service frequency.

The United States got a rather late start in the vessel traffic service field. European ports had VTS as far back as 1948 when the first, using radar surveillance, was established in Liverpool, England. Other ports with VTS are Hamburg, Rotterdam and Southampton.

In the United States, the U.S. Coast Guard has made great strides since the passage of the Ports and Waterways Safety Act. The Coast Guard installed the world's first truly automated vessel traffic service in San Francisco in 1972 on an experimental basis.

The Coast Guard will continue to monitor port activity throughout the nation, establishing vessel traffic services where needed. Meanwhile, the Coast Guard's office of research and development is studying technological advancements which would improve existing systems and incorporate modern equipment and traffic management concepts in new systems. ⚓

Cmdr. David Sumi is a 1956 graduate of the U.S. Coast Guard Academy. He has been working in the vessel traffic service field since early 1972, prior to the enactment of the Ports and Waterways Safety Act. After graduation, he served as a deck watch officer aboard the USCGC Gresham and executive officer of the USCGC Ewing. He was assigned as the research and development technical support officer for the San Francisco automatic vessel traffic system in June 1972. He was transferred, in July 1975, to New York where he is in charge of implementing the New York vessel traffic service.

With the USNS Hayes in the background, Rear Adm. Sam H. Moore, MSC commander and Capt. Nick Triantafyllou, former Hayes master, display the Ship Safety Achievement Award Citation of Merit. The award is presented annually by the American Institute of Merchant Shipping and the Marine Section of the National Safety Council for heroic action at sea. The Hayes crew and technicians from the Naval Research Laboratory rescued 13 men whose cargo ship sank in four minutes. From left are: Geoffrey O. Thomas, NRL engineer who was chief scientist aboard at time of rescue; C. H. Waring, general chairman of the council's marine section; Admiral Moore; Captain Triantafyllou; Albert E. May, AIMS vice president, Rear Adm. Frank B. Guest, commander, MSC Atlantic; Capt. Lionel M. Noel, NRL commanding officer, and Coast Guard Capt. Richard A. Bauman, chief of the Port Safety and Law Enforcement Division. Presentation was made at MSC Washington headquarters.

DEPARTMENT OF THE NAVY
MILITARY SEALIFT COMMAND
WASHINGTON, D. C. 20390

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
DEPARTMENT OF THE NAVY
DOD-316
THIRD CLASS

U.S. MAIL

U.S. GOVERNMENT PRINTING OFFICE 1977-240-822/1